

1-21. (CANCELED)

22. (NEW) A multi-step reduction gear in planetary construction, especially an automatic transmission for a motor vehicle, including a drive shaft (1) and an output shaft (2), which are arranged in a housing (G), first, second and third single rod planetary gears (P1, P2, P3), at least the first, the second, a third, a fourth, a fifth, a sixth and a seventh rotating shafts (1, 2, 3, 4, 5, 6, 7), as well as at least six shifting elements (03, 04, 14, 16, 37, 57), including first and second brakes and first second, third, and fourth clutches, whose selective engagement brings about different reduction ratios between the drive shaft (1) and the output shaft (2), so that seven forward gears and one reverse gear can be realized, wherein drive takes place through the drive shaft (1), which is continuously connected with a sun wheel of the first planetary gears (P1), output takes place through the output shaft (2), which is continuously in connection with an annulus of the second planetary gear set (P2) and an element of the third planetary gears (P3), the third shaft (3) is continuously connected with a rod of the first planetary gears (P1), the fourth shaft (4) is continuously connected with a rod of the second planetary gears (P2), and a further element of the third planetary gears (P3), the fifth shaft (5) is continuously connected with an annulus of the first planetary gear set (P1), the sixth shaft (6) is continuously connected with a sun wheel of the third planetary gears (P3), the seventh shaft (7) is continuously connected with a sun wheel of the second planetary gears (P2), whereby the third shaft (3) can be coupled to the housing (G) through the first brake (03), the fourth shaft (4) can be coupled to the housing (G) through the second brake (04), the first clutch (14) detachably connects the first drive shaft (1) and the fourth shaft (4) with each other, the second clutch (16) detachably connects the drive shaft (1) and the sixth shaft (6) with each other, the third clutch (37) detachably connects the third shaft (3) and the seventh shaft (7) with each other, and whereby the fourth clutch (57) detachably connects the fifth shaft (5) and the seventh shaft (7) with each other.

23. (NEW) The multi-step reduction gear according to claim 22, wherein the second shaft (2) is connected with the annulus of the second planetary gears (P2) and an annulus of the third planetary gears (P3), and wherein the fourth shaft (4) is continuously in connection with the rod of the second planetary gears (P2) and a rod of the third planetary gears (P3), whereby the first planetary gears (P1) and the second

planetary gears (P2) are constructed as negative planetary gears, and the third planetary gears (P3) is constructed as positive planetary gears.

24. (NEW) The multi-step reduction gear according to claim 23, wherein the second planetary gears (P2) and the third planetary gears (P3) are combined as Ravigneaux planetary gears with a common rod and a common annulus.

25. (NEW) The multi-step reduction gear according to claim 22, wherein the output shaft (2) is connected with the annulus of the second planetary gears (P2) and the rod of the third planetary gears (P3), and the fourth shaft (4) is continuously connected with the rod of the second planetary gears (P2) and a hollow shaft of the third planetary gears (P3), whereby the first, second and third planetary gears (P1, P2, P3) are constructed as negative planetary gears.

26. (NEW) The multi-step reduction gear according to claim 22, wherein additional free wheelings can be used on any suitable position.

27. (NEW) The multi-step reduction gear according to claim 26, wherein the free wheelings are provided between the drive, the first, second, third, fourth, fifth, sixth and seventh output shafts (1, 2, 3, 4, 5, 6, 7) and the housing (G).

28. (NEW) The multi-step reduction gear according to claim 22, wherein a drive and an output are provided on a same side of the housing.

29. (NEW) The multi-step reduction gear according to claim 22, wherein one or more of an axle and a distributor differential is arranged on one of a drive side or an output side.

30. (NEW) The multi-step reduction gear according to claim 22, wherein the drive shaft (1) is separable from a drive motor through a clutch element.

31. (NEW) The multi-step reduction gear according to claim 30, wherein the clutch element is one of a hydrodynamic converter, a hydraulic clutch, a dry starting clutch, a wet starting clutch, a magnetic powder clutch, or a centrifugal clutch.

32. (NEW) The multi-step reduction gear according to claim 31, wherein an external starting element can be arranged behind the transmission in a force of flow dimension, whereby the drive shaft (1) is in a fixed connection with a crankshaft of the motor.

33. (NEW) The multi-step reduction gear according to claim 22, wherein starting takes place using a shifting element of the transmission, whereby the drive shaft (1) is continuously connected with a crankshaft of the motor.

34. (NEW) The multi-step reduction gear according to claim 33, wherein the fourth clutch (57) or the second brake (04) can be used as a shifting element.

35. (NEW) The multi-step reduction gear according to claim 22, wherein a torsion vibration damper can be arranged between a motor and the transmission.

36. (NEW) The multi-step reduction gear according to claim 22, wherein a wear-free brake can be arranged on each shaft.

37. (NEW) The multi-step reduction gear according to claim 22, wherein an auxiliary output can be arranged on each shaft for driving additional units.

38. (NEW) The multi-step reduction gear according to claim 37, wherein the auxiliary output can be arranged on one of the drive shaft (1) or the output shaft (2).

39. (NEW) The multi-step reduction gear according to claim 22, wherein the shifting elements are constructed as load-shifting clutches or brakes.

40. (NEW) The multi-step reduction gear according to claim 39, wherein one or more of disk clutches, strap brakes and cone clutches can be used as the shifting elements.

41. (NEW) The multi-step reduction gear according to claim 22, wherein one or more of form-locking brakes and clutches are provided as the shifting elements.

42. (NEW) The multi-step reduction gear according to claim 22, wherein an electrical machine can be installed on each shaft as one or more of a generator and an additional drive machine.